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SUBJECT

Information on the Russian Zone Railroad System

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SUPPLEMENT TO  
REPORT NO.

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25X1 1. Erwin Kramer, Director General, Railroads, Berlin, presented, at a conference, a [redacted] report on his recent two-month visit to Moscow. (1) Kramer reported that the Soviets were greatly interested in extending the electrification of Soviet Zone railroad lines so that they would connect with the Western German net of electrified railroad lines. Kramer stated that the Soviets were willing to return 136 electric locomotives and that a large number of turbines and boiler plants would also be given back. (2) After the unification of Germany, coal dust-firing locomotives would be built at a rapid rate for all German railroad lines. (3)

2. A coal dust-firing locomotive was exhibited by (fru) Wandler of the Technical Collective attached to the Directorate General, Railroads, Berlin. On 1 May, this group of technicians was to display at the Friedrichstrasse railroad station, an old French locomotive converted to coal dust-firing. The exhibition was to demonstrate that even obsolete locomotives could successfully be converted to coal dust-firing. Czechoslovakia and other satellites have repeatedly requested that the Directorate General, Railroads, furnish them with data on the design of coal dust-firing locomotives. This request was complied with but important information was withheld. (4)

3. Kramer was scheduled [redacted] to ratify the agreement concerning the return of another series of 20,000 freight cars to the Soviet Zone of Germany. Kramer was also to negotiate the purchase of rolling stock previously used on the Berlin interurban railroad system and to arrange for the delivery of equipment required for the electrification of lines in the Halle railroad district. Kramer was to stay in Moscow for 30 days. (5)

4. [redacted] He stated that the agreement concerning the return of another 20,000 freight cars from the U.S.S.R. to the Soviet Zone of Germany has been ratified and that the return of the equipment was to be started in about two weeks. (5)

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5. [redacted] the Hauptwagenlenkungsamt of the Directorate General, Railroads, Berlin, was redesignated Gueterwagenleitstelle (Central Freight Car Distribution Point) (Gwl) and the Lagenthiers of the regional railroad headquarters were redesignated Wagenverteilungsstelle (Freight Car Distribution Point) (Wst). (6)

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Comments.

- (1) Information on this [redacted] conference was transmitted previously.
- (2) It is planned to re-electrify railroad lines in the Halle railroad district, an important industrial district. The U.S.S.R. allegedly agreed to deliver the required electrical equipment, including locomotives. The present report indicates that the equipment to be delivered by the U.S.S.R. is former German equipment dismantled by the Soviets. On 7 May, 20 SSy heavy-duty flatcars were dispatched to Brest Litovsk to pick up electrical equipment.
- (3) The correctness of the statement is doubted, as there is no necessity for using coal dust-firing locomotives in Western Germany, where anthracite is available in adequate quantities.
- (4) In February 1950, one locomotive to be sold to Bulgaria was converted to coal dust-firing at the Stendal railroad repair shop.
- (5) Kramer's plan to travel to Moscow for a second time was reported previously. The fact that he returned sooner than scheduled may be connected with the present critical East-West relations.
- (6) These freight car distribution points control the employment and circulation of all freight cars except railroad tank cars. The employment of tank cars is controlled by the Central Railroad Tank Car Distribution Point.

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